

Intimations.

WM. POWELL,

LIMITED.

"ALEXANDRA BUILDINGS,"

Des Vaux Road,

FIRST FLOOR BY LIFT.

OUR FURNISHING DEPARTMENT

is completely stocked with all the newest

Art Tapestries.

Muslins

Velvets.

Plushes.

Cretones.

Roma Satins, etc., etc.

CARPETS OF EVERY DESCRIPTION AND MAKE.

Several hundred Smart Carpet Squares, all sizes and prices.

Bedsteads, by the very best makers only.

Upholstering done in first-class style.

Houses completely furnished.

Special attention given to the Shipping trade.

BLANKETS! BLANKETS! BLANKETS!

SPECIAL PURCHASE OF BLANKETS NOW ON SHOW.

LADIES' DEPARTMENT.

FOR THE RACES.

New Millinery, Sunshades, Dress Fabrics, Gloves, &c., &c.

Ladies requiring Costumes are requested to pay us an early visit.

Wm. POWELL, Ltd.
HONGKONG

Hongkong, 2nd February, 1905.

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18 Bank Buildings, Queen's Road Central, TOMORROW, the 14th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st January to the 14th February, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 13th February, 1905.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Office of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHEWSON & Co.,
General Managers.

Hongkong, 8th February, 1905.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SO.,
General Managers.

Hongkong, 11th January, 1905.

E. R.

THE VICTORIA SCHOOL AT TANG-LUNG-CHAU, for Children of EUROPEAN BRITISH SUBJECTS, will be OPENED on March 20th, 1905.

The School will be open to Children of both sexes, but Girls over 12 years of age will not be admitted. For further particulars, application should be made to the Education Department.

EDWARD A. IRVING,
Insp. of Schools.

Hongkong, 7th February, 1905.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

16, DES VEAUX ROAD CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAUWIG'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAMLER'S PATENT MOTOR
LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1904.

VALUE OF EVIDENCE.

INTERESTING EXPERIMENTS.

As an instance of the use of the experimental method in studying a subject to which it would not ordinarily be thought applicable, much interest attaches to a recent book by Mlle. Marie Borst, entitled "Educability and the Fidelity of Evidence" (Geneva, 1904). Says a reviewer in the *Revue Scientifique*—

"When a person of good faith narrates an event of which he has been a witness up to what point is his story a faithful one? Does the fidelity of the memory run parallel with its extent, or, on the contrary, is it inversely proportional to the latter? Does it vary with sex or with age? Has it any relation to the feeling of confidence felt by the witness? These illustrate the type of questions asked by the psychology of evidence. We may easily understand the importance of such problems, not only for theoretical psychology, but for pedagogy and judicial psychology. . . . Mlle. Borst has attempted to discover in particular, whether practice improves the quality of evidence. The principle of experimentation was as follows: A picture representing a scene of daily life was shown to the subject for a limited time, a minute for instance. Then, after a brief interval, he was caused to describe the picture in writing and then, interrogated orally about it. Thus there was secured both spontaneous evidence and that suggested by the interrogation. Each subject (there were 24 in all, 12 of each sex) was subjected to five trials of this kind, extending over a period of six weeks.

"When the experiments had ended it was necessary to classify the results, and this was the difficult part of the work. Mlle. Borst noted false answers; correct answers, certain and uncertain; correct or wrong answers given under oath, etc. By means of these figures data were obtained on the following points: the extent of the evidence, its faithfulness, the assurance of the witness, the influence of the oath, fidelity to the oath, etc. We shall indicate here only the author's chief conclusions: Entirely faithful evidence is the exception; every witness supplies from his imagination the omissions of his memory. About ten per cent. of the statements in a spontaneous deposition are incorrect. Suggested depositions are longer than spontaneous ones, but less faithful. Evidence improves by practice. Evidence is more complete and more faithful when given by women than by men. Finally, about one-twelfth of the statements in a deposition under oath are incorrect. The book opens with a resume of the principal researches made hitherto on the subject and also contains numerous critical remarks on the manner of conducting the experiments.

BRKAKING THE BANK.

BETTING BY CLOCKWORK.

Monte Carlo, Dec. 26.
A new "System" is under trial to break the bank of Monte Carlo, and it is creating something of a sensation by its initial success. A quiet, fair Englishman entered the Casino last evening and, sitting down at the roulette table, placed before him a quantity of small silver and a box on which appeared sixteen numbered discs, some red and others black. He followed the play for a short time, closely watching the discs, and then played and won. Then he touched a spring on his mysterious box, and the discs changed. A second time he won, and a curious crowd gathered round his chair. The croupiers fidgeted and stared while the man continued to consult his box before each bet, and to win on the game. The dapper black-eyed inspector of the rooms appeared, and asked him what his strange machine was. "O my calculator," said the Englishman as he played and won again. The crowd grew larger, and more officials gathered to see the play. Having completed 100 bets the man picked up his machine and winnings and left the Casino as quietly as he had entered.

Mr. G. Wall, who is well known in London sporting circles, is the bankbreaker in question. He says he has invented a machine to fight a machine, and that it does away with the laws of chance. "I have studied every known system," he states, "and have found their weak points. My machine is the result of fifteen years' labour, and by its use, I can stand a week of steady bad luck without exceeding the loss of a moderate capital." He says that the machine represents the play of sixty-four distinct games, at every turn of the wheel. It gives him, he states, a margin of 10 per cent. profit, and he can continue the game in either shillings or pounds without venturing into the big figures which have brought disaster to the exponents of other systems. Mr. Wall played again next morning and evening, and was watched by large crowds. He strictly followed the figures of his machine and won steadily. These, he says, are merely trial runs before he begins more serious business at the tables.

BURMA AND CHINA TRADE.

A LIGHT RAILWAY SCHEME.

The French railway from Tonkin, which is to open out Western China, has been in course of construction for several years and good progress has been made; but the work is now proceeding slowly as the hill country has been entered and the difficulties to be overcome are considerable. Tunnels, galleries and rock-cuttings are a necessity, and as local labour is scarce the engineers have no easy task before them. There is no question of money, as the railway is to be financed at all costs, for the French hope by its means to divert the bulk of the Yunnan and Szechuen trade to their ports in Indo-China. In these circumstances it is interesting to note what is being done on the Burma side to secure some portion of the trade just mentioned to the British merchant. The idea of connecting Mandalay with the Kanton Ferry on the Salween was abandoned some time ago, so far as the Government of India were concerned, Lashio being made the

terminus of the line. Further to the north trade is being encouraged along the caravan route between Bhamo and Teng-yueh (Momein), and it is here that considerable progress is being made. Forty or fifty years ago the value of merchandise exchanged between Upper Burma and Yunnan was calculated at half a million sterling, but in the reign of the dethroned king it dwindled down to small dimensions owing to constant conflicts between the Burmans and Chinese. Bhamo was sacked more than once, and the insecurity of the roads stopped caravan traffic. Of late years this has revived and the system of allowing goods to be carried in bond from Rangoon to Bhamo has worked very successfully. The rebate of seven-eighths of the customs duties imposed at Rangoon is a direct encouragement to traders, and the advantages of the bonded warehouse at Bhamo are generally recognised. Bulk is broken there and the goods are packed so as to be easily carried on mules and ponies into Yunnan. But the road to Teng-yueh was, until lately, a trying one for pack animals as the route along the Tae-ping River could not be followed throughout, the Pongli Hill having to be crossed. Recently Mr. Lytton, British Consular Agent at Teng-yueh, proposed that a road should be made through the Tae-ping gorges, so as to give a direct route from Bhamo. This was done, and the stiff climb over the range of mountains no longer exhausts the caravans. The result is that more traders are now resorting to Bhamo; and as the Shan and Chinese carriers learn of the improvement, they will hasten to use the new route. Mr. Lytton is now advocating the laying of a light line of railway from Bhamo to Teng-yueh and the project seems a very feasible one. No ranges of hills would have to be crossed and the engineering difficulties are said to be trifling. In view of the energy shown by the French in tapping the trade of Western China, the Government of India might take up this scheme of railway extension from Bhamo. They have vetoed the Lashio-Kunlun extension on the ground of excessive cost and the probability of only small returns on capital outlay, but similar arguments cannot apply to a light railway, which would place Bhamo in direct touch with Teng-yueh. It is a modest scheme and is therefore worthy of consideration.—Ex.

WOULD YOU BE WELL?

A STONEMASON TELLS HOW HE WAS MADE WELL BY DR. WILLIAMS' PINK PILLS.

"Would you be well? Look to your blood supply. Anemia, Rheumatism, and Sciatica come from poor or bad blood. Dr. Williams' Pink Pills prevent as well as cure them: for these pills make new blood."

Mr. William Wright, a stonemason, 24 Murano-street, Firhill-road, Glasgow, said:—

"I contracted a chill, and a pain started in my left ankle, and jumped to my hip. I was obliged to give up work, and take to my bed. In spite of good nursing, two doctors, poulticing, fomentation, and medicine, I felt as bad after eight weeks as when I was first laid up."

Mr. William Wright, a stonemason, was cured of agony that I Sciatica, by Dr. Williams' Pink Pills.

"I read in the newspapers of a miner who had been cured of acute Sciatica, or Rheumatism in the leg by Dr. Williams' Pink Pills. A bottle was therefore got for me. Before I had got through it my spirits were better, and the pain was leaving my hip and leg. After a second bottle, the Sciatica was entirely cured. The pills gave me rich blood, for, chancing to cut my finger, the blood that came from it was rich and red, whereas when I was ill my blood was poor and thin. The pills gave me a good colour. They sent me back to work in three weeks."

Mrs. Wright added:—"Till my husband had Dr. Williams' Pink Pills he could not bear his left leg to be touched, even lightly. I noticed an improvement from the day he started taking them. I, too, have found them a sure cure for the blinding headaches, from which I often suffered."

We need new blood, not only to stave off Rheumatism and Sciatica, but also to cure the many diseases resulting from poor blood. Dr. Williams' Pink Pills cure Anemia, Locomotor Ataxia, Kidney Disease, Gravel, Rickets, Consumption, Anemia, Loss of Appetite, Palpitations, Neuritis, Ladies' Weakness, and Hysteria. Their pills are not a purgative. They are sold at most medicine shops, and by Dr. Williams' Medicine Co., Holborn Viaduct, London, at 2s. 9d. per bottle, or six bottles for 13s. 9d.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	112
Do. demand	111 5/16
France—Bank T.T.	243
Do. 4 months' sight	243 1/2
America—Bank T.T.	47 1/2
Germany—Bank T.T.	198
India T.T.	144
Do. demand	144 1/2
Singapore—Bank T.T.	Nominal
Japan—Bank T.T.	98 1/2
Java—Bank T.T.	116 1/2

4 months' sight L/C	211 1/2
3 months' sight L/C	211 1/2
30 days' sight San Francisco & New York	48
4 months' sight do.	48
30 days' sight Sydney and Melbourne	41 1/2
4 months' sight do.	41 1/2
6 months' sight do.	41 1/2
4 months' sight Germany	207 1/2
4 months' sight Silver	78 1/2
Bank of England rate	3 1/2

TO-DAY'S QUOTATIONS are as follows:—
Per cent.
Malwa New 107 1/2
Old 107 1/2
Older 107 1/2
Older 107 1/2
Older 107 1/2
Older 107 1/2
Older 107 1/2
Older 107 1/2
Older 107 1/2
Older 107 1/2

Entertainment.

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given by the above Society in the THEATRE ROYAL, on THURSDAY, 16th February, at 9 P.M., under the distinguished patronage of His Excellency the Governor. The Programme will consist of: Orchestral Pieces, Solos and the Naval Cantata "THE REVENGE," Tennyson's Poem set to music by C. V. Stanford, performed by the Choir and Orchestra.

Tickets: price 5s, 3s and 1s, obtainable at the ROBINSON PIANO CO.
Hongkong, 8th February, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

ON WEDNESDAY AND THURSDAY, the 15th and 16th February, 1905, at 10 A.M. each day, at

H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—
BOATS' ENGINES, WILLAN'S ELECTRIC LIGHT ENGINE, ELECTRIC CABLE MACHINES VENTILATING AND DRILLING, LATHE, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 7th February, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to Sell by PUBLIC AUCTION,

For Account of the Estate of the late ALFRED WRIGHT, on

WEDNESDAY, the 15th February, 1905, at 2.30 P.M., within his residence, No. 2, Salisbury Avenue, Kowloon, THE WHOLE OF HIS

HOUSEHOLD FURNITURE. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 9th February, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on FRIDAY,

the 17th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A GREAT ASSORTMENT OF ENAMELLED WARE GOODS,

Comprising:—
TIFFIN CARRIERS, TEA AND CO. FEE POTS, SAUCEPANS, SOUP LADLES, &c., &c.

ALSO
A Quantity of AUSTRIAN RUBBER SHOES.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th February, 1905.

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF COLIN BUCHANAN, LATE OF SHANGHAI, IN THE EMPIRE OF CHINA, MARINE ENGINEER, Deceased.

NOTICE is hereby given that The Honourable the Chief Justice has, in virtue of Section 38 of Ordinance No. 2 of 1897, made an Order limiting to the 16th day of April, 1905, as the time for CREDITORS to send in their CLAIMS against the estate of COLIN BUCHANAN, late of Shanghai, in the Empire of China, Marine Engineer, who died on the 7th day of July, 1902, at Foochow, in the Empire of China, and Probate of whose Will was granted by His Britannic Majesty's Supreme Court for China and Corea at Shanghai on the 10th day of October, 1902, to ROBERT BUCHANAN MAUGHAN, one of the Executors named in the said Will, and which Probate has been re-sealed by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 4th day of January, 1905.

NOTICE IS ALSO GIVEN that all such Claims are to be sent in writing to the Undersigned prior to the said 16th day of April, 1905, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 16th day of January, 1905.

JOHN STOKES & MASTER,
8, Des Vaux Road Central, Hongkong.

1401 Solicitors for the said Executor.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. Co., and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

B. MORI,
Acting Manager.

Hongkong, 24th January, 1905.

Intimations.

YOU WANT PROVISIONS AND WINES IN 1905.

GET YOUR SUPPLIES FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL, Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.
Hongkong, 7th January, 1905.

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

PORT WINE.

Direct shipments from the COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA),

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Dry No. 1	Selected Old Port	Per Case of 1 Dozen
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Quinta do Porto	35.00
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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

B Superior Very Old
Cognac . . . \$27

C Very Old Liqueur
Cognac . . . \$33

D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40

GUARANTEED
PURE COGNAC.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905. [32]

There are many Whiskies to be
had in Hongkong,

BAD, PASSABLE AND
OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

Public Opinion has classed our

IMPERIAL
HIGHLAND

(Red Triangle) ... at \$16.00 per doz.

AND

CLUB No. 1
(Gold Triangle) ... at \$18.00 per doz.

AMONGST THE WHISKIES ONE
CAN RELY UPON.

They are PURE ALL.

GREGOR & CO.,
WINE MERCHANTS,

34, Queen's Road.

Hongkong, 10th February, 1905. [33]

BIRTH.
On the 2nd of January, at 31, Woodside
Wimbledon, the wife of FREDERIC ONCLEY
SEATON, of Macao, of a daughter, (still
born). [238]

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 13, 1905.

LOCAL AND GENERAL.

IN connection with the death of Father Torres
a requiem mass will be celebrated at the R. C.
Cathedral at 7.30 a.m. to-morrow.

OUR readers will remember the strange case of
piracy, off Pakoi, on the launch *Haitong*,
wherein the culprits terrorized the passengers
and crew with revolvers which they had
brought on board, secreted in jars ostensibly
containing innocent merchandise, and got
away with \$10,000 in cash, jewellery, and
clothing. Inspector Langley and Sergeant
Wildin have now succeeded in arresting six of
the men alleged to be implicated in the affair,
and this morning placed them before Mr. J. H.
Kemp at the Magistracy, when, after formal
evidence of the arrest had been taken, the case
was remanded.

AT about two o'clock yesterday morning a
Water Police boat was patrolling near Yaumati,
when cries were heard, and a woman noticed
floating on the water. The boat was immedi-
ately pulled to the spot, and the half-drowned
girl hauled aboard. She was then taken to the
Yaumati Police Station, where her clothes were
dried, and she was generally taken care of. It
was there discovered that she was one Chan
Luk, aged about 25 years, a "lively girl" of the
village, and having imbibed too much *samsui*,
she wandered on to the wharf, and "thinking
she was entering a friend's house," missed her
footing and fell into the water. She was given
a drink of brandy, by Sergeant Appleton, to
keep out the cold after her sudden and unex-
pected immersion in the chilly waters of the
harbour, and then sent on her way home, grate-
ful, sober, and rejoicing.

AN old Chinese woman was riding in a rick-
sha along Praya East going to East Point
yesterday and when nearing No. 2 Police
Station a loaded truck ran along on the rails in
front of her. The conductor of a tram car com-
ing up rang the gong as a warning to those in
the direction of the Morrison Hill Road, but
the truck-man kept on until the car was almost
on top of it, when he suddenly swerved to the
right (which was the wrong direction) thus
penning the ricksha between it and the tram
car. The ricksha was broken up, and the old
woman was thrown out, falling on her face and
sustaining some severe contusions on her
right cheek and forehead. The truck man was
arrested by Inspector Gauld, and charged with
negligence and wilful behaviour, while in
charge of a loaded truck, in the public street,
whereby a ricksha was broken up, and its
passenger, the old woman, sustained bodily
hurt. The case was remanded.

THE Directory and Chronicle for China, Japan,
Straits, etc., for 1905 has been issued from the
local office of the Hongkong Daily Press. This
is now the forty-third year of publication
and the compilers of the volume still con-
tinue to find many interesting and indispensa-
ble features for insertion in its pages. The
additions to the Chronicle, which covers the
notable events of the last half century in the
Far East, together with the texts of all the
most important Treaties concluded with the
countries of Eastern Asia, Customs tariffs, trade
regulations, &c., include the following: China's
New Commercial Treaties with Japan, the
United States and Portugal, Emigration Con-
vention between England and China, the New
French Treaty with Siam, the British Agree-
ment with Tibet, Chinese trade marks, mining
and railway regulations, and a Diary of the
Russo-Japanese War and so on. The volume
is strongly bound in the red cover which is
so familiar in the business offices of Hong
kong.

If any further proof were wanted to increase
the bulk of evidence now existing, as to the
unnecessary trouble the wasters who infest
this Colony are continually giving the local
Police Force, it is to be found in the report of
an occurrence which took place yesterday
morning at Yaumati. In the early hours of
the morning one J. W. Michaelson walked
into the Police Station of that district, and
reported that he had been set upon by a
"ricksha conle" and three other coolies, and
that he had been robbed of \$16 and \$17. Inspec-
tor Macdonald, who is in charge of the station in
question, immediately started out to investi-
gate the affair, and when they arrived at the
scene of the alleged occurrence, finding it was
Inspector Langley's district the man was
handed over to that inspector for continuance
of the investigation. The man told a remarka-
ble story of his having been knocked down
and rendered insensible, in Macdonald Road,
Tsim Tsa Tsui, and left to lie so for several
hours, after being robbed. Inspector Langley
and his men then took up the investigation, as
a result of which they were enabled to confront
the complaining villain with the woman who
had been his landlady the previous night, who
was in a position to state that the man only
had two or three dollars in his possession. The
culprit then went down on his hands and
knees, being dumbfounded at the prompt dis-
covery of the police, and prayed for mercy for
having put the guardians of the public peace to
so much unnecessary trouble through his false
report, and admitted that he had spent all his
money in the nearest hotel. It was then dis-
covered that the reason why he did not go to
Inspector Langley to make his report in the
first instance, was because he knew he would
immediately be recognized by him as an old-
time waster, and so went all the way to Yaumati
instead. There was nothing to do but to
let the man go.

NAVAL BOXING.

AT KOWLOON.

Last Saturday evening saw the final bouts to
determine the results of the naval boxing com-
petitions, that have extended over three nights
and interested so many persons. The spacious
and most convenient hall housed a much
larger attendance than on either of the pre-
vious evenings, those present comprising a
great number of sailors and marines of the
fleet, augmented by a considerable attendance
from the Kowloon dockyard.

There was no loss of time in getting to work,
the business commencing with M. Parkin, A.M.,
of *Albion*, v. R. J. Clark, Gym. Ins. of *Glory*,
who met in a semi-final bout for the light-
weights. Parkin led with a left swing at the
head and both men closed up to about ex-
change, Clark working a straight left to good
effect. His opponent faced the music and re-
taliated smartly and well. It was noticed
they were doing their utmost to gain the points
and at the same time trying to find the spot.
The round closed with points looking pretty
even. On the call of time for the second
round, they went straight to work, and here
again Parkin scored with a clever left swing,
and right upper cut and got away without
a return. Clark endeavoured to make up
for lost time and pressed hard. Both men
fought their best until time, was called when
favourites were slightly with Parkin. Found
No. 3 found them up smiling and smart, and
after a short preliminary spar Clark tried a
straight left, which landed, but his upper cut
failed and before he had properly recovered
Parkin was sailing in left and right and, giving
no time, forced the fighting. The judges found
that Parkin won, a decision received with
acclamations. Both men deservedly received
hearty cheers on leaving the ring, as the match
had proved a good, honest fight.

Next came the final at bantam-weight—F.
Wilkes, A.M., *Glory*, facing J. Pucksmith, Pte.
Tamar. Wilkes early evinced a liking for
dodging to escape the gruel, and danced away
merrily from his opponent who had the
advantage of a longer reach. But Pucksmith
was not going to stand these movements long,
and chasing his man over the ring and eventu-
ally got him into a corner, and punished him
severely before he broke clear. Wilkes attempt-
ed to stand, but had to give way to a rapid hail
of blows. He, however, answered gamely,
swung a vicious right on the head, and dodged
under the arm. Wilkes appreciated the call
for him. When they again got together Puck-
smith rushed in and dealt several heavy swings,
dodging in turn but quickly returned to the
encounter, and getting Wilkes close to the
ropes, he missed a half arm hook and
nearly fell taking a few lively blows
before he recovered himself. The audience
seemed amused at Wilkes' dancing perfor-
mance, and ripples of laughter were occasionally
heard. It was patent to all present that Wilkes
could not get a favourable decision. The
third round found Wilkes still running away,
while Pucksmith was following quickly and
giving all the punishment and receiving next
to no returns. The decision was in favour of
Pucksmith.

The next two candidates for fistie fame,
were: J. Kidd, Pte. *Albion*, v. A. Deveson,
A. B. *Glory*, who contested in a semi-final
for middle-weight honours. On time being called
Deveson, who seemed the finer made man,
took the offensive and went for his antagonist
big licks. Kidd, using a very powerful left,
delivered straight from the shoulder, kept him
from getting too close. Both gave and received
many hard knocks, but Deveson, failing to
see why he should be so continually denied,
kept up his rushing tactics and always received
the straight jab on the nose or mouth. The
second round opened with a feeler from Kidd,
followed by a clip on the left ear, while his
opponent rushing in swung left and right and
had Kidd in queer straits for a brief spell.
Again the straight arm left stopped Deveson's
rush, who nevertheless still kept going strong,
although he could not evade the ever-
ready straight arm, which kept jerking
his head back with unfailing regularity.
Deveson's pluck never failed him and, despite
the punishment he received, he stuck to his
man fighting hard all the round, which closed
much in favour of Kidd. The third encounter
opened with what Kidd must have thought a
whirlwind attacking him, for Deveson,
anxious to change the complexion of affairs,
fairly rushed his man taking all that came his
way with an unflinching front. But, alas! he
could not keep clear of Kidd's left hand, which
although failing to knock out, piled up points
to Kidd's benefit. Kidd landed a right arm clip
and his opponent found the floor, remaining
down to the count of nine. After another
bright rally time was called and Kidd adjudged
to be the winner. This had proved a very in-
teresting mill, and although Kidd was a lot
better on points he received rather a big dose
of gravel and had his right ear badly mauled.

A bye was now boxed to qualify F. Cursen,
Glory, for the final in lightweights, in which
J. Anderson helped him along. This bout
called for no real slogging, but was a very clever
exhibition of sparring, and both men kept
busy. It was at any rate a pleasant change
after all the hard fighting that had previously
been witnessed.

Yet another bye followed to enable H.
Jordan, A.M., *Ocean*, to compete in the final for
middle-weights. F. Wade, Ch. Yeo, Sig. *Hogue*,
took the ring and gave Jordan a good run for
his money and made him lively in all his joints.
That Wade seems to be quite a favourite with
the sailors and marines was shown by the
applause with which he was greeted. Having
now finished the two byes that were necessary
for the continuation of the evening's sport, we
settled down to more real hard boxing.

Final Featherweights:—The combatants,
both in fine form, were A. Walker, *Sutlej*,
v. R. Francis, A.M., *Albion*. Francis opened
the ball by leading left and right, managing to
get both home, but, in trying to clear,
he received a tap on the face and a pretty
upper cut on the ribs. Both settled down to
the work and blows rained almost too quick
to take the full significance of them, and the
judges, if they marked all points, were very
clever men. In swinging Walker missed and
turned right round on a pivot. Francis pressed
him hard and seemed to have the best of
the exchanges when the time arrived to go to
corner. Both lads came up eager and willing
for the second go, and soon got busily engaged.

Francis doing plenty of leading, seemed to be
making the most points. Walker, however,
got a heavy blow on his man's left jaw, and for
a second Francis looked like going down. He
managed to rally and went in nothing daunted.
The fighting was mixed and going hard as
time was called. The third round saw Francis
going ahead and after one or two clinches
Walker, changing tactics and form, put in some
straight blows on the head and body of his ad-
versary, who, thereupon, rushed in but failed
in an endeavour to hook. He still kept Walker
moving and made a lot of the running. The
referee announced that Walker won—a deci-
sion received with different feelings by factions
of the spectators. A great many were of
opinion that the fight should have gone to
Francis; at any rate it was a very near thing
and both men fought well and pluckily.

Featherweights, A. Eglington, *Glory*, v. J.
Liddle, *Glory*, contested three rounds to decide
for the third place. The first two rounds passed
rather tame, the referee pointed out to the
men engaged that they must fight for it. His
words took effect, for the third round warmed
up considerably and Liddle got on to work in
better form than the other had so, according to
the Ref.' words, "won on the third round as
the other two were spent in sparring."

The Officer's final next took the attention of
those present. Midshipman Kenworthy, R.N.,
repeated his success of Friday night by defeat-
ing Lieut. Cantrell R.M.A. The midshipman, who
has a style quite his own, continually rushed
his man in a ducking position, but neverthe-
less was most effective in his face punches, while
the blows of the Lieut. of Marines passed
harmlessly over the right shoulder. One or
two good, stiff uppercuts would have changed
their positions, but, alas! the Lieut. failed to
think of the mode of receiving the attacks
made against him, so the verdict was for the
midshipman.

Final Lightweight:—F. Cursen, *Glory*, v. M.
Parkin, *Albion*, for the first place and cup
presented by the Kowloon Dockyard officials.
Cursen was in the better condition owing to
having only had a bye to box, while Parkin
had in the earlier part of the evening had hard
work to dispose of R. J. Clark. The men got
together at once, and Cursen, being the fresher,
made the running. Still he was not allowed
to have too much of his own way, Parkin con-
testing manfully every second of the time. The
first round saw Cursen in much the better
position. Parkin came up quickly and tried to
even up matters, but could not make any
headway against the attack. The round was
fought out to a killing pace for Parkin who had
to give way. On the third meeting Cursen
continued advancing, but could not find the
right place or Parkin must have gone down.
Cursen was declared the winner.

The heavyweights next took the boards,
in the person of M. Catehouse, P. O. 1st class,
Albion, and Bob Laves, R. O. 1st class, *Tamar*.
These were the only two entries at this weight.
The men proceeded to take things pretty easy,
through the three rounds, although both of
them gave and received several unavoidable
hard knocks. Nothing serious happened, dur-
ing the encounter which resulted in the referee
anticipating an apparent arrangement and
awarding a draw.

Final Middle-weight:—In this go H. Jordan,
A.M., *Ocean*, having previously fought a bye
and vanquished J. Kidd, Pte. *Albion*, who
was still feeling the effects of his contest with
Deveson. Kidd's wonderful left-hand did not
avail against the hurricane advances and vi-
cious right hooks and swings of the compari-
tively fresh man he was up against, and although
he fought bravely it was to no purpose. Jordan
having only missed getting into the light
weights by a pound or so nevertheless gained
the best of this encounter.

Commander T. L. Shelford, R.N., in sum-
ming up the competition stated that every one
present owed a debt of gratitude to the Dock-
yard officials for their kindness in lending the
hall and also for the hearty way they had help-
ed to make the arrangements necessary to bring
it to a successful termination. A debt of grati-
tude was also due, he said, to the men for the
way in which they had fought. That the fights
had been fought with the accustomed fairness
of service men no one could gainsay. In
conclusion, he thanked the audience for the
order and appreciation they had shown.

The following is a brief summary of the
three days' competitions:—

FIRST NIGHT.

Bantam Weight Competition:—G. Mc.
Donald, *Albion*, defeated J. Ross, *Astrua*; F.
Wilkes, *Glory*, knocked out Whitehouse, *Glory*;
J. Pucksmith, *Tamar*, knocked out J. Adams,
Glory.

Light Weight Competition:—A. Eglington,
Glory, defeated W. Halesley, *Ocean*; A.
Walker, *Sutlej*, beat W. Gill, *Glory*; T. Liddle,
Glory, beat W. Blake, *Astrua*; R. Francis,
Albion, boxed a bye.

Light Weight Competition:—F. Parker,
Ocean, defeated D. Cameron, *Albion*; R. J.
Clark, *Glory*, defeated W. Harford, *Ocean*;
F. Cursen, *Glory*, beat B. Lovatt, *Sutlej*; M.
Parkin, *Albion*, beat J. O'Shea, *Ocean*; S. Beales,
Albion, beat W. Huckle, *Ocean*; F. Wade,
Hogue, boxed a bye.

SECOND NIGHT.

Semi-final Bantam Weights: J. Pucksmith,
Tamar, defeated McDonald, *Albion*; F. Wilkes,
Glory, boxed a bye.

Semi-final Featherweights:—R. Francis, *Albion*,
defeated I. Liddle, *Glory*; A. Walker,
Sutlej, beat A. Eglington, *Glory*.

Light-weight competition:—R. J. Clark,
Glory, defeated S. Beales, *Albion*; M. Parkin,
Albion, won on a foul from F. Wade, *Hogue*;
F. Cursen, *Glory*, left by Parker, *Ocean*, giving
up his chance.

Middle-weight competition:—J. Kidd, *Albion*,
defeated J. McCarthy, *Rambler*; H. Jordan,
Ocean, knocked out J. Rose, *Glory*; A. Deveson,
Glory, boxed a bye.

Officers over 10st. 4lbs.—Midshipman Ken-
worthy, *Glory*, defeated Lieut. Gregor, *Whiting*.

Final bantam weights:—J. Pucksmith, *Tamar*,
defeated F. Wilkes, *Glory*.

Final Featherweights:—A. Walker, *Sutlej*,
defeated R. Francis, *Albion*.

Semi-final Lightweights:—M. Parkin, *Albion*,
defeated R. J. Clark, *Glory*; F. Cursen, *Glory*,
boxed a bye.

Final weights:—F. Cursen, *Glory*, defeated
M. Parkin, *Albion*.

Semi-final middle-weights:—J. Kidd, *Albion*,
defeated A. Deveson, *Glory*; H. Jordan, *Ocean*,
boxed a bye.

Final middle-weights:—H. Jordan, *Ocean*,
defeated J. Kidd, *Albion*.

Final heavy-weight:—R. Catehouse, *Albion*,
drew with Bob Laves, *Tamar*.

Officers' Final:—Midshipman Kenworthy,
Glory, defeated Lieut. Cantrell, R.M.A.

HONGKONG ICE COMPANY.

SH REH LIP KSI MEETING.

The twenty-fourth ordinary meeting of share-
holders in the above Company was held at the
offices of the General Managers, Messrs. Jar-
dine, Matheson and Company, to-day. Hon.
Mr. W. J. Gresson occupied the chair, and there
were present Messrs. W. Parlane (Manager),
P. Gow (Secretary), D. Clark, W. Dixon, H. P.
White, A. Rodger, F. Smyth, T. S. Forrest, A.
Brooke Smith, W. A. C. Cruickshank, B. Layton,
C. A. W. May, C. Mooney, Ho Fook, Ho
Kum Tong, and Lo Cheung Shiu.

The notice convening the meeting having
been read,

The Chairman said:—Gentlemen, with your
approval I propose to take the report and ac-
counts as read. The receipts for ice, as
compared with the year 1903, show a
decrease of about \$7,800, the major part of
which is traceable to the absence of Japanese
steamers; on the other hand, I am pleased to
say revenue received from cold storage exceeds
that of 1903 by \$1,300, and from this branch of
our business, the prospects of which appear to
be satisfactory, we look for increased earnings
in the future. Turning now to the other side
of the account, under the heading of salaries,
wages, and general expenses there has been a
saving of \$9,600. The new machine referred
to at the last meeting was completed in
July, and has since been working satisfactorily.
In order to ensure our keeping pace with de-
mand it has been necessary to order seven new
ice boxes, and at no distant date it is hoped
calls on our cold storage will necessitate the
insulation of the two rooms already built for
that purpose. With this outlay to face, and
also bearing in mind the possibility of opposi-
tion which is ever before them, your general
managers have considered it prudent to appro-
priate a further sum of \$25,000 for provision for
contingencies, and this will I trust commend
itself to you. If any shareholder wishes to ask
any question I will be pleased to answer them.

Mr. Dixon: I have very great pleasure in
seconding the report. It shows a very success-
ful year's working. We occupy an enviable
position in having \$120,000 in the bank, a
position which very few companies in the
East can show. We have great trust in the
Manager, Mr. Parlane, who is not only a com-
petent engineer but a very shrewd business
man as well. (Hear, hear.)

The motion was carried unanimously.

Mr. Smyth proposed the re-election of Mr.
T. Arnold as auditor.

Mr. Rodger seconded, and the resolution
was unanimously agreed to.

The Chairman said this concluded the busi-
ness and dividend warrants would be ready
to-morrow.

A GRUESOME EXHIBIT

PRODUCED IN COURT.

This morning a strange tale was unfolded at
the Magistracy, where Sergeant Appleton ap-
peared to prosecute two men for causing
grievous bodily harm, and attempting to rob
by violence. It appears that Pang Hing was a
creditor of the mistress of fishing boat No.
3568, to the extent of \$180, and on Saturday
went on board to collect his debt. But the
dame had not the wherewithal to liquidate her
liability, and so Pang Hing announced his in-
tention of "camping right there," till he got
his money. Hethen proceeded to make him-
self quite comfortable and at home, "chewing"
his share of the old dame's stores, and sleep-
ing the night on board. Yesterday morning,
shortly after two o'clock, Pang was rudely
awakened by two members of the crew, armed
respectively with a hatchet and wooden bar.
These men said he had much money with him
which he must give to them. The boat was
then under way in Deep Water Bay, proceed-
ing to the fishing ground. Pang protested that
he had no money with him, when the
two men, without wasting any time in
argument, proceeded to do him up generally.
With the hatchet they laid open his right
shoulder with a deep gash, and also his left
arm, which was cut to the bone. Turning
their attention to his face, they sliced off the
half of his upper lip. The boat was then close
to Yaumati, and the mistress of the boat land-
ed and reported the occurrence at the Yaumati
Police Station, and stated that she and another
woman heard Pang crying out "save life," and
they went and found Lo Po Sheng and Lo Li
assaulting him, and they pulled the men off.
Sergeant Appleton then went to the boat with
the women and arrested the men pointed out
by them as Pang's assailants, while he had
Pang removed to the Government Civil Hos-
pital for treatment. As he was unable to at-
tend Court to prosecute the case was remand-
ed, pending the result of his injuries. The
hatchet, the wooden bar, and the slice of the
lip cut off with the hatchet, were all produced
as evidence in support of the charges.

CRICKET LEAGUE.

The following is the League table up to
date. (3 points for a win and 1 for a draw.)

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	13	10	1	2	32
1. ovloon	11	8	3	0	24
Craigengower ..	12	7	4	1	22
R. E.	14	6	4	4	22
H.K. Police	12	5	3	4	19
R.G.A. 83rd Co. 13	5	6	2	1	17
H.K. C. C. "A" ..	3	2	3	2	12
Civil Service ...	13	3	8	2	11
R. A. M. C.	12	2	10	0	6
Parsees	8	0	8	0	0

UNEMPLOYED EUROPEANS.

The Rev. J. H. Francis begs to acknowledge
with thanks the following donation:
Shelback, \$ 5.00
I. M. C. Lightkeeper 15.00

TELEGRAM.

U. S. CONSUL GENERAL
GOODNOW.

EXONERATED.

[From Our Own Correspondent.]

Shanghai, 18th February,
2.36 p.m.

Telegraphic advices have been re-
ceived here to-day from Washington
to the effect that Mr. Goodnow,
until recently Consul-General for the
United States, at this port, has
been completely exonerated from all
charges preferred against him.

It is at the same time notified
that Mr. Goodnow will leave the
States for China about the end of
March, and is expected to arrive in
Shanghai to resume his duties at the
Consulate-General in April next.

[Mr. Goodnow was appointed to the Shang-
hai Consulate-General when the late President
McKinley first assumed office, having been a
prominent Minnesota politician. Latterly, he
has been in bad odour amongst a certain section
of the American community in the Northern
Port, who did not hesitate to bring charges of
various kinds against him, and virtually accused
him of malfeasance. Though his manners are
somewhat unpolished, very few believed that
the Washington verdict would be other than
the above telegram sets forth.—Ed., H.K.T.]

THE HOLLYWOOD ROAD
HOLOCAUST.

The further hearing of the charges of arson
and murder against Chau Cheung and Tan
Kok, in connection with the Hollywood Road
fire, in which so many lives were lost, was
resumed this afternoon before Mr. Gompertz
at the Magistracy, when further evidence was
given which included the testimony of Dr.
Hunter, who asserted that when he examined
the bodies of three persons found charred in the
debris of the fire they were not identified to him
in the usual way. There were no relatives
present but Inspector Goutlay was there, and
gave their names as Chau Ching Chui, the
woman, Wan Wai Hi, and Wan Wai Shing,
the child.

The sergeant interpreter at the Central Po-
lice Station testified to the men making state-
ments after their arrest. That of the first de-
fendant was to the effect that he slept on the
counter in the house and on the night of the
fire woke up and found fire in the room and he
ran out of the house. He did not set fire to
the house, and did not know that there were
any kerosene tins in the shop that night. He
always put out the lamps before he went to
sleep. When he was woke up by the heat of
the fire he went out into the street and called
out "fire," and he was arrested, and taken to
the station.—The second defendant's state-
ment was to the same effect, and he added that
he was then wearing the same clothes as he
wore on the night of the fire.

The prisoners were formally committed to
take their trials at the next Criminal Sessions.

TELEGRAMS.

[Reuter's.]

Church and State in France.

LONDON, 10th February.
A Government Bill for the separation of Church and State has been introduced into the French Chamber, and referred to a committee.

A Collier Sunk.

The s.s. *Craftsman* from Calcutta collided with and sunk the collier *Congal* bound for Hongkong, in Port Said harbour.

America and Chinese Indemnity.
The New York *World* states that it has been practically decided to return to China, after the war, twenty-two million dollars of the Boxer indemnity remaining after the settlement of American claims.

Later.

Parliament.

A Dissolution Expected.

Mr. Herbert Gladstone, M.P., Chief Liberal Whip, has warned Liberal agents to complete immediately all arrangements for a general election, as he expects a dissolution at any moment after the opening of Parliament on the 14th February.

Warships and Guns for Japan.

11th February.

The *Telegraph's* Tokyo correspondent wires that orders for four battleships have been placed in England also contracts for half a million sterling worth of guns.

The Baltic Squadron.

Reuter's Port Louis (Mauritius) correspondent wires that arrivals from Nossi Bé, Madagascar, report the Russian Baltic squadron still there. A conflict has arisen between Admiral Rozhdestvensky and the German companies supplying coal, the Admiral wishing the colliers to follow the fleet, but they refusing on account of too close proximity to the Japanese.

THE WAR.

RUSSIAN LOSSES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—
TOKIO, 11th February.

Marshal Oyama reports that up to the 10th inst., the Japanese buried about 2,000 Russian corpses in the direction of Heikoutai.

NAVAL NOTES.

In all probability the *Vengeance* leaves Hongkong for Ceylon early next month—either the 6th or 7th prox.

It is understood that H.M.S. *Darling* leaves England with reliefs for H.M.S. *Vengeance* on the 14th inst., and arrives at Colombo on the 22nd March.

HEAVY CLAIM FOR BREACH OF CONTRACT.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the Yan Cheong firm of yarn merchants, of Bonham Strand East, sued the Sam Yee Company, Limited, to recover \$11,991, being damages for breach of contract in respect of certain cotton yarn which defendants contracted to deliver but failed to do so.

Hon. Mr. E. H. Sharp, K.C. (instructed by Mr. John Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) defended. Chuen Li Po, managing partner of the plaintiff firm, was called and spoke to making a number of contracts with the defendant company in December 1903, for the delivery of certain quantities of cotton yarn at various prices. It was the custom to take delivery within three months, but if no delivery was taken an extra charge of two cents a day was made. No actual time for taking delivery was inserted in the contracts, but it was the custom of the trade to take delivery within three Chinese months. If the seller could not supply the yarn the two cents of course was not payable. Under the first contract he got delivery of 167 bales, but could not get delivery of any further yarn under six other contracts. On the 13th December he made application for the delivery of 108 bales at \$109 a bale and tendered the price in full payment, but the defendants said they had no yarn to deliver. Subsequently he made repeated applications for yarn, and was met with the same reply "None to deliver." His firm was suffering heavy loss in consequence of the breach of contract, but they allowed things to go on until the 12th April of last year, when they made a demand for delivery of the yarn contracted for and tendered the price of it. Defendants said they had none, whereupon plaintiffs entered the present action against them. Prior to this the manager of the defendants invited him to a dinner at a Chinese restaurant at which were present others in a similar position to himself. When the defendant manager repeated that he had no yarn to deliver, witness said to him, "Well buy from the foreign firms," but he replied, "Wait a few days, I have some of my own coming." Witness produced his books, and a large number of documents showing the market value of a bale on dates when he applied for delivery. The final breach took place on the 16th April when yarn was quoted at \$130 a bale, and the defendants were notified that unless delivery was made of the 1,164 bales, being the undelivered balance of the amount they had contracted to supply, plaintiffs would be compelled to buy in open market, and debit the defendants with the difference between the contract and the then market prices. Defendants however failed to deliver, and wrote that the contracts were void through failure on the part of the plaintiffs to take delivery.

Witness was cross-examined at some length in regard to prices prevailing during December 1903. The case was adjourned till to-morrow.

A HONGKONG INNOVATION.

THE P. S. A. IN A QUANDRY.

Comparatively few people in Hongkong realise the nature of the work which is being carried on under the name of the Pleasant Sunday Afternoon. The idea that some scheme should be put in force whereby the monotony of the average Sunday afternoon should be in some degree at least avoided, and that young men who found time hanging heavy on their hands, might have some place to attend where mental and spiritual entertainment should be provided, occurred to Mr. Percy H. Holyoak, vice-chairman of the Y. M. C. A. Only a few weeks ago, the idea, which had commended itself to several local clergymen, was put in force as the Pleasant Sunday Afternoon scheme. In England and Scotland, the P. S. A. is a recognised institution, and some of the best speakers in Britain readily give addresses when desired, while the soloists comprise all who are known in the musical world.

The idea seems to have come as a surprise packet to Hongkong. When it was announced by means of huge posters that Pleasant Sunday afternoons for men would be given at the City Hall, a scanty audience composed mostly of the military and naval service turned up, and until yesterday the average attendance was about 40. Considering that several gentlemen who might be otherwise employed give their services gratuitously for the benefit of those who attend, this result was somewhat disappointing, and the Rev. C. H. Hickling said as much yesterday. The proceedings at the P.S.A., it should be explained, are undenominational, exceedingly simple, and edifying. There is a chairman who gives a short address, and a speaker who delivers the speech of the day generally dealing with interesting topics, while the service is brightened by the singing of hymns and solos.

After the usual service yesterday, the Rev. C. H. Hickling made an interesting statement regarding the progress of the P.S.A., and called upon the audience to resolve itself into a Committee with the object of considering the future of the Pleasant Sunday Afternoon scheme. Nearly all the audience remained behind.

The Rev. Mr. Hickling remarked that they had been wondering what should be done to push on the work of Christianity when it came as a flash of inspiration that they should start this P.S.A. These gatherings were strictly unsectarian and they were actuated solely by the spirit of brotherhood and mutual helpfulness. Referring then to the attendance at the meetings, he observed that during the past four Sundays the weather had been so cold that many people had doubtless been deterred from attending at the City Hall preferring the comforts of a roaring fire to the advantages of the P.S.A. Indeed, one soldier in a barrack-room which he had visited said plump and plain "Isn't it nicer to be near the fire on Sunday afternoon?" (laughter) of course, there was another side to the question. When they first came to the theatre with the object of deciding what room they should take, they found a brilliant sunshine flooding the theatre, and they thought that the use of the electric light would be unnecessary, so they thought the theatre would be the best place in which to hold the meetings. They got the use of it for \$50 a month, but the cost of the lighting, posters, coolies, etc. brought the total expenses up to nearly \$100 a month. The collections hitherto had amounted to about \$20 a month. That was the state of affairs at present. Several friends had offered subscriptions, but he had refused them on the ground that if the P.S.A. was to be a success at all it must be self-supporting. At present it was not self-supporting and he asked the audience to express their opinion on the subject. The question was whether these meetings were worth continuing; or whether it was better to remove into another place, one of the smaller rooms in the same building, for instance.

Continuing, the Rev. Mr. Hickling said he had asked several people what they thought might be against these meetings. The only reason he had received was that the meetings are too religious. "If they were made more entertaining," he was told, "more of a sing-song nature, they might get the place filled." He did not think, however, that any of those who came in to help would care to give up their time on a Sunday afternoon to a sing-song. There might be nothing wrong in it, but personally he thought he could use his time better, so he was not inclined to accept that suggestion in any way, to get numbers at the expense of spiritual profit.

He then asked all those present who thought these gatherings are calculated to do good and were likely to continue to do good to signify their opinion in the usual way, by a show of hands. The meeting unanimously expressed their belief in the affirmative. Were they of opinion that the P.S.A. meetings should be continued?—The audience said "Yes" with no dissentient voice.

The Rev. Mr. Hickling said he was greatly encouraged by the result of that meeting. There had been 70 present at the P.S.A. which was a good augury for the future. In one town where the P.S.A. had been started they had an audience of 12 on the first day and 9 on the second and there were people who said "I told you so." But very soon they had 200 in attendance, so he did not mind if the attendance did seem rather low. With regard to the question of holding the meetings in the theatre or in a smaller room, he wanted their opinion on the subject.

Half the audience voted in favour of the theatre being retained, and about half in favour of removing to a smaller room. A sailor cried—"It's a bit too cold in here." The Rev. Mr. Hickling replied that he had done all he could to keep out the draughts, by shutting all the doors he could see, but it had to be remembered that the weather at present was exceedingly cold. Arrangements would be made at the next meeting to have these matters looked after. No doubt some of their friends would give their services.

All the audience pledged themselves to endeavour to interest their friends in the P.S.A. and bring them to the meetings.

The Rev. Mr. Hickling thanked the audience for the encouragement they had afforded him and stated that the meetings would be continued as usual.

The proceedings then ended.

HONGKONG REGATTA.

(Continued from Saturday.)

Owing to exigencies of time we were unable to publish a complete report of the very successful Regatta on Saturday. Continuing from the Governor's Cup, the Interport Pair produced probably the most exciting and interesting race of the day, Hongkong winning amid the greatest enthusiasm by the narrow margin of two feet. The last race, the tub sculls, was a capital exhibition of strength and endurance, Linhoof winning from J. Witchell by half a length. Details:—
INTERPORT PAIRS.—4 p.m.—Prizes presented by Mr. H. N. Mody. Course 1 mile.
STATION NO. 2.—HONGKONG.
Bow: G. G. Franklin, (174), F. W. Warre, (125). Cox: G. A. Caldwell, (85).
STATION NO. 1.—CANTON.
Bow: W. Imhoof (132), R. Leslie (127). Cox: A. W. Purnell (105).
Time 7 mins. 55 secs.

OFFICERS' GIGS AND WHALERS.—4.30 p.m.—Race for officers of the Fleet in Naval Gigs and Whalers. Conditions, as in Naval Regatta of 1904. Course 1 mile. Prize presented by Major-General Villiers Hatton, C.B.
H.M.S. *Aldon*... .. 1
H.M.S. *Glory*... .. 2
H.M.S. *Vengeance*... .. 3
H.M.S. *Hoguen*... .. 4

TUB SCULLS.—Open. Prize presented by Committee. Course half a mile.
Station 1. E. Kempson; Station 2. L. A. Musso; Station 3. H. M. S. Holmes; Station 4. J. Witchell; Station 5. A. N. Humphreys; Station 6. W. J. Terrill; Station 7. W. Imhoof; Station 8. L. Duran; Station 9. O. Y. Hibbert.
W. Imhoof... .. 1
J. Witchell... .. 2
L. Purnell... .. 3
Time, 1 mins. 15 secs.

PRESENTATION OF PRIZES.
At the conclusion of the races, the prizes were presented to the successful competitors by Mrs. F. H. May.

H. E. the Governor then said: I have been asked by Mrs. May to express the great pleasure she has had in presenting the prizes this afternoon, and I do so with confidence and conviction, because I know that Mrs. May is never more pleased than when giving pleasure to others. The origin of this new Regatta, held to-day for the first time, was my desire to help as much as I could sport in recollection of the time when I used to enter into two, three or four races. I consulted Mr. May, as I often do, as to how this should be done, and in view of the number of events that were already under the Victoria Regatta, we thought it best that I should give a Challenge Cup for a four-oared race later on in the season, and by so doing, keep up the rowing for a longer part of the year. I then enlisted the kind services of Colonel Brown, and all the gentlemen whose names are here on the programme, as members of the Committee; and, owing to their zealous work in the matter, the original race developed into a regatta which has given us so much pleasure and interest to-day. We all owe our thanks to Colonel Brown and the members of the Committee for all their work, and both rowers and spectators owe their thanks to General Villiers-Hatton, Sir Paul Chater, Colonel Brown, Mr. J. R. M. Smith, and Mr. E. W. Mitchell, who have presented prizes to be competed for. I should like to express a word of thanks to Mrs. May, but as I have been speaking for her I must pass over that privilege and leave it to someone else. (Applause.)

Colonel L. F. Brown said:—I am sure the Committee, of which you have nominated me president, are pleased when you state the Regatta which you have this day inaugurated has, on its first occasion, proved such a success. Hongkong is particularly well situated for rowing and sailing, and the large number of members of the rowing clubs and sailing clubs at Hongkong testifies to the popularity of aquatic sports in this Colony. I think it is Mr. Ruskin who says that "Peace brings forth the virtues of a nation; and war brings forth the virtues of a nation." In a lesser degree I think that sport tends to bring forth the virtues of a nation. There is no doubt that the competitions which you have this day witnessed in the rowing boats—and also the sailing races which you saw sailed on that dirty morning of February 6th—bring forth many sterling qualities, qualities inherent in the British race, and which have enabled us to gain this island, and by God's help, we will preserve it to us for ever. I hope that this Regatta will be repeated many a day, and that the Challenge Cup your Excellency has kindly presented will be competed for with renewed vigour year by year. I must now thank your Excellency for inaugurating this Regatta and for presenting the handsome cup; the patrons and stewards for their assistance and attendance at this Regatta; and the subscribers who have come forth so nobly in ensuring success. I must also tender my best thanks to Mr. Hallifax who has worked assiduously in preparing all minor details of the Regatta; also I must thank Mr. Gale, who, by a happy inspiration, selected this new course, which, I think, is an excellent one; and Mr. Warre and Mr. Chapman, who superintended the racing arrangements. There is no man who understands this work better than Mr. Warre. His father has taught nearly all the oarsmen of England how to row, beginning at Eton, and following on at Oxford and Cambridge. The other members of the Committee I thank for the assistance they have given in the various departments. Lastly, but not least, I must thank the ladies for gracing with their presence this meeting, and Mrs. May for presenting the prizes, in recognition of which I hand her this. (Applause.)

The gallant Colonel then presented Mrs. May with a magnificent bouquet in a silver holder.

Subsequently an interesting presentation was made to Mr. G. A. Caldwell, the popular athlete, and who has been connected with almost every athletic event in Hongkong for over twenty years. Colonel Brown spoke of the untiring energy of Mr. Caldwell in promoting interest in local rowing and asked his Excellency to present him with two mementoes. These took the form of a silver box and silver cigarette case. H.E. having graciously handed them to Mr. Caldwell, the latter suitably acknowledged the honour, and said he would always be prepared to advance in any way sport in Hongkong.

The proceedings terminated with the usual cheers and "vivas" for Mrs. May, His Excellency, the Viceroy, etc.

The following telegram, dated Moji, 4th inst., is printed in the *Japan Chronicle*: "Disturbance was heard here at half-past six this morning, but as yet no authentic explanation has been received. A day later another wire was received stating that, with reference to the firing mentioned in yesterday's telegram, it is now reported that a steamer passing through the Straits bound for Hongkong omitted to signal the guardship by blowing her whistle, whereupon the latter, together with the forts, opened fire. The vessel was then stopped by torpedo-boats."

Capt. Percy Scott, C.B., C.V.O., who is, it is understood, to be appointed Director of Gunnery Practice—a new office created by the Admiralty—will always be remembered in Hongkong in connection with H.M.S. *Terrible*. He is the inventor of the gun-carriages which bore the naval guns so gallantly to the help of Ladysmith, not the least remarkable part of the business being that the mounting was done in 12 hours, and the guns were inside Ladysmith only 48 hours before the siege began. Captain Scott was in the Ashanti campaign in 1873, and gunnery instructor on the *Ironclad* during the Egyptian war of 1882. He is fifty-two, and married a daughter of Sir Frederick Dixon-Hartland, ten years ago. In town he is a regular and conspicuous figure at Prince's Sporting Club.

SHIPPING TRISAM.

THE "LISCUM."

The steamer *Liscum*, which is at present going north with recruits for the Peking Legation guard, will be fitted up as a cableship at Hongkong on her return at an early date.

MASTER & CREW.

Robert Malcolmson, master of the s.s. *Sandhurst*, charged Ricardo Umbria, quartermaster, José X. Sierra, quartermaster, Alfred Abram, Francisco Munez, Manuel Tairo and Nicolas Fontilla, A.B.'s of the s.s. *Sandhurst*, with impeding the progress of the voyage by refusing to proceed to Japan in the said vessel, without just cause since the 11th inst., in Victoria harbour, in contravention of section 6, sub-section 5, of Ordinance 19 of 1899.

Captain Robertson, master of the *Sandhurst*, sworn, stated that he arrived here on the 11th inst. and received orders from the agents, Messrs. Dodwell and Company, to proceed to Sasebo. On returning on board he found the crew already in possession of this news. At 8 p.m. the defendants came to witness individually and flatly refused to proceed to Japan.

To the Court:—They gave as a reason that the vessel was carrying contraband. He was carrying coal to Sasebo.

Witness reported the circumstances to the Deputy Shipping Master, who came on board the ship the following morning, and endeavoured to persuade the crew that by the terms of their agreement they were compelled to proceed.

The agreement and log-book were produced. Witness brought the men before His Worship in his office this morning, when they received similar advice to that given by the Deputy Shipping Master.

Ricardo Umbria said: "I have made up my mind that under no circumstances will I go to Japan." All the other defendants made like statements.

Hon. Captain Barnes-Lawrence: Your case is quite unlike any previous one I have dealt with in connection with carrying contraband. Hitherto there has been demur on the part of certain crews owing to the vessels proceeding to belligerent ports, where a certain amount of risk was attached to the service. In those cases this fact has been given due consideration. In this instance, however, it has (previously to your being brought into Court) been very fully explained to you, that in proceeding to Sasebo at the present time you are under no risk whatever. By the terms of your agreement you have no right to refuse, and if you persist you will simply be laying yourselves open to punishment. I will give you a final opportunity to change your minds, and if you declare your willingness to serve I have no doubt the master will withdraw the charge.

The men, however, proved obdurate, and were sentenced to two months' imprisonment each.

HARBOUR RULES.

Before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, P. C. W. Hutchison charged Kwok Ho, owner of cargo-boat No. 115, Chan Ngan, owner of cargo-boat No. 569, and Chan Hing, owner of cargo-boat No. 411, with wilfully disobeying the lawful orders of the Harbour-master, in Victoria Harbour, on the 11th inst., contrary to section 39, sub-section 11, of Ordinance 10 of 1899. Constable Hutchison stated that on the 11th inst., at 7 p.m., the lighters of which the defendants are the masters, were lying alongside the Praya wall, between Blake Pier and Douglas wharf, and were empty. Witness asked the masters for their licences, but the owners were away. The owners came back in half-an-hour, and then produced their licences, and said they had been detained in getting their receipts.

To the Court:—Witness took the licences and then left. The defendants had no excuse to offer in their defence. In summing up, the Marine Magistrate said: "The correct course would have been for the complainant to have ordered the masters to clear out, and to have seen that they did so. The defendants should not have left their lighters empty alongside the Praya. They could have re-joined them outside by small boats afterwards. They were fined \$1 each for the obstruction."

Messrs. Douglas Lapraik and Company submitted, in mitigation of the offence, a statement that all these boats had been discharging yarn into the *Itatuna*, and were lying alongside waiting for the Mate's receipts for same, when they were arrested.

L. S. Arthur Counsell, of the Water Police, charged Wong Wing, owner of rowing boat No. 3369, with a similar offence. He stated that on the 11th inst. at 3.30 p.m. he was on duty on the Regatta course, when the defendant's sampan attempted to cross the course just as a race was about to start. Witness twice ordered him back. Defendant went back and witness proceeded on his way down the course, when defendant again attempted to cross the course, and did so. The defendant said that the time was incorrectly given by the police. No race was going on at the time, and he did not cross the track. Defendant was fined \$5.

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COMMERCIAL.

FREIGHT REPORT.

In their report of 11th inst., Messrs. Lamke and Rogge state:—

There is very little fresh to say in regard to freighting matters, the effect of the Chinese New Year holidays having made itself felt more than usual and, though a week has passed since, chartering operations have not yet been resumed. In fact, it may take some time longer before a large business will be on record, principally on account of the Southern rice markets being very late this year, but, judging from all appearances, we think it is pretty safe to predict a rise in freights, which should continue as the opening of the Northern ports draws near. Tonnage—referring to suitable steamers of small and medium size of light draft with tween decks, &c.—still remains scarce and it will be difficult to fill the various inquiries which are certain to crop up at no distant date.

As to details of the chartering business that has transpired during the past fortnight, the list of settlements overtakes for itself. Suffice it to say that, for reasons already mentioned, no reliable quotations can be given as far as any of the Southern markets are concerned, excepting, perhaps, Saigon/Philippines, in which direction there have been actual inquiries resulting in the settlement of a couple of steamers and the demand, though for boats of small size only, still continues.

Coal freights from Japan ports have experienced a further drop partly on account of several large carriers having to find their way down South again and partly in consequence of coal being in short supply. We have not heard of any settlements locally, but believe tonnage could be had for this month's loading at \$1.50 per ton and in proportion for other destinations.

On monthly terms, four steamers have been taken up as per list of settlements, all of them being intended for special business.

Sail Freights:—No change to report.

Sail-shipment loading or to load.—For New York and Baltimore: British ship *Geo. T. Hay* arrived 21st December, from Cebu.

Disengaged:—British ship *Forrest Hall* 1,991 tons.

Departures:—None.

MANILA HEMP.

In their circular of 31st ult., Messrs. Warner, Barnes & Co. state as follows:—

The market has ruled quiet over the past fortnight, part of the arrivals at this time were placed at basis of P.C. 18.50 to P.C. 19 for current, and part have gone to store in hopes of better prices shortly.

Values seem only held down by the continued bear selling on home side and from appearances we judge should this pressure be withdrawn there would probably be some recovery here.

It must not be lost sight of that it is very difficult to get prices in the producing provinces for any length of time, and without affecting production, under the partly of P.C. 17 for current, say P.C. 18.25 placed in Manila, with exchange at 2/1=£38 c.i.f.: and that during the past two years this has been about low water mark; the fact of hemp selling cheaper from time to time in the home markets has been due to exchange fluctuation or bear manipulations.

The prices at which bears are selling to-day in London say £36 c.i.f. at 50/- freight and 2/1 excl., is only the equivalent of P.C. 17 in Manila or P.C. 15.75 in provinces, and it is perhaps worthy of record that when hemp was sold in London in 1903 at £30 c.i.f. for current with exchange 1/9 and freight 40/- it meant P.C. 16.87 in Manila, and P.C. 15.67 in provinces, and that the lowest range of prices in the provinces was then about P.C. 17 for current.

With exchange now on a gold basis any large variation in rates is most unlikely.

It may be urged that the higher exchange should lessen cost of production by enabling imported food, clothes, and other necessities to be laid down more cheaply, but this seems neutralized by the higher general taxation. At all events the claim is universal amongst natives that no ultimate benefit accrues to them from the higher exchange value of the conant dollar.

There is also perhaps an idea that cost of production may be diminished by the use of hemp cleaning machinery, but people who are the best acquainted with the difficulties of adapting machinery to cleaning hemp trees, growing for the most part in a roadless country, and often surrounded by forest, appear to have little confidence in such an invention. To get machinery to the hemp plantations or the hemp trees to the machinery offers equal difficulties, and even if these difficulties could be overcome it apparently would be impossible to reform the whole procedure of hemp cleaning in a few months; it could only be done very gradually.

To-day's Advertisements.

NOTICE.

GREAT NORTHERN STEAMSHIP COMPANY.
NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA begs to notify that it HAS ACCEPTED THE AGENCY OF THE GREAT NORTHERN STEAMSHIP COMPANY IN JAPAN AND CHINA, and that the "MINNESOTA" the first steamer of the new line, is scheduled to arrive in Yokohama on the 7th February, 1905, and to leave that port on the 14th idem for KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONGKONG.

Hongkong, 8th February, 1905. [212]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"HARRATON APCAR."

Captain E. Fey, will be despatched for the above Ports, on SATURDAY, the 18th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 13th February, 1905. [213]

To-day's Advertisements.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR KOBE AND YOKOHAMA.
THE Imperial German Mail Steamship

"PRINZ SIGISMUND,"

of the Norddeutscher Lloyd, Captain Lenz, will leave for the above places, on WEDNESDAY, the 15th inst., at Daylight.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.
Hongkong, 13th February, 1905. [1]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZESS ALICE,"

Captain P. Weitin, due here with the outward German Mail about WEDNESDAY, the 15th inst., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.
Hongkong, 13th February, 1905. [1]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain Pearson, will be despatched as above, on SUNDAY, the 19th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.
Hongkong, 13th February, 1905. [239]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain P. M. R. Lake, will be despatched as above, on TUESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.
Hongkong, 13th February, 1905. [240]

"BEN" LINE OF STEAMERS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ACHILLES"	16th February.
GLASGOW AND LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW AND LIVERPOOL	"ANTENOR"	7th March.
GLASGOW AND LIVERPOOL	"ULYSSES"	10th March.
GLASGOW AND LIVERPOOL	"PYRRHUS"	13th March.
GLASGOW AND LIVERPOOL	"MACHAON"	17th March.
GLASGOW AND LIVERPOOL	"ALCINOUS"	21st March.
GLASGOW AND LIVERPOOL	"OANFA"	25th March.
GLASGOW AND LIVERPOOL	"KAISOW"	28th March.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	31st March.

S.S. "ACHILLES," from U. K., left Singapore at noon on the 10th inst., and is due here at noon on the 16th.

HOMWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
"GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
"GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
"GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.
	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAMING"	14th February.
SHANGHAI	"TSINAN"	14th "
SHANGHAI	"TAIWAN"	15th "
SHANGHAI	"KWANGSE"	16th "
NINGPO and SHANGHAI	"SZECHUAN"	17th "
CEBU and ILOILO	"SUNGKIANG"	18th "
KOBE	"CHANGSHA"	22nd "
CEBU and ILOILO	"KAIFONG"	23rd "
TIENSIN	"KANSU"	25th "
CHEFOO and TIENSIN	"CHIHI"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.M.D.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardsess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th Feb. at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 25th Feb. at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th February, 1905

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"ARAGONIA"	5,198	Schmidt	March 3th, 1905.	
"NICOMEDIA"	4,370	Wagner	March 31st, "	
"NUMANTIA"	1,370	Brehmer	April 20th, "	
"ARABIA"	4,483	Bahle		

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	March 3th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	1,370	Brehmer	April 20th, "
"ARABIA"	4,483	Bahle	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOUEX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.NOTICE.
BOO CHEONG, of No. 20, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, and STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,438 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 4.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"
Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class \$3.00 for Single Journey.
2nd " 1.50 " " "
Meals 1.00 each. " "
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.
Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S.
Preservance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.
Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days. 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$3; 3rd Class, Single, 30
cents; Return, 50 cents; Stewards, 10 cents.
TIPPIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not want to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	Tons	Captain	To Sail at Daylight on
"SATSUMA"	2,000	20th Feb., 1905.	
"RICHMOND CASTLE"	4th March, "		
"SAINT FILLANS"	17th "		

For Freight and further information, apply
to DODWELL & Co., LIMITED,
Agents.
Hongkong, 9th February, 1905.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queens-
land Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above,
TO-MORROW, the 14th February, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, HIVINGSTON & Co.,
Agents.
Hongkong, 13th February, 1905.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Offent, will be despatched for the
above Ports, TO-MORROW, the 14th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th February, 1905.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.
ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Helms, will be despatched as above, on
WEDNESDAY, the 15th instant, at Noon,
instead of as previously advertised.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply to
CARL WITZ & Co.,
Agents.
Hongkong, 11th February, 1905.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as
above, on FRIDAY, the 17th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 10th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH AND
LONDON.

THE Steamship

"MERIONETHSHIRE,"

Captain C. H. Burch, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 9th February, 1905.

NOTICE TO CONSIGNEES.

STEAMSHIP "GERMANICUS,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.THE above Steamer having arrived, Consig-
neers of Cargo are hereby requested to take
delivery of their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.
Hongkong, 8th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Oceania."

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Oriental."

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 9th February, 1905.

NOTICE TO CONSIGNEES.

STEAMSHIP "GERMANICUS,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.THE above Steamer having arrived, Consig-
neers of Cargo are hereby requested to take
delivery of their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.
Hongkong, 8th February, 1905.

NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consig-
neers of Cargo are hereby requested to take
delivery of their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed at Consignees' risk and expense
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 10th February, 1905.

Entertainments.



THIS DWAFF RAZOR has superseded

Intimations

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other chemicals.

PRICE 5s. 6d. per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

QUEEN'S ROAD.

Wentworth Building.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 10th April, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VUUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

CURES
MEN AND WOMEN
BIGG'S is a non-poisonous
remedy for any urinary
discharge and inflammation,
irritation or alteration of
mucous membranes. Failures
guaranteed not to recur.
Proven a cure.

Shipping.

Arrivals.

King George, Br. ship, 2,047, J. White, 11th
Feb., Philadelphia, U.S.A. 6th Sept., 1904,
Case Oil S. O. Co.
Manuel Lingua, Br. ship, 1,646, D. C. Nickels,
11th Feb., Chetow 4th Feb., Ballast—
Order.
Giang Bee, Br. s.s., 1,199, J. G. Follett, 12th
Feb., Samarang via Singapore 5th Feb.,
Sugar—Chinese.
Hatching, Br. s.s., 1,267, A. E. Hodgins, 12th
Feb., Swatow 11th Feb., Gen.—D. L. &
Co.
Lothian, Br. s.s., 3,717, J. C. Williamson, 12th
Feb., Port Natal 15th Jan., Ballast—D.
& Co., Ltd.
Sandhurst, Br. s.s., 2,768, Robertson, 12th Feb.,
—Cardiff 26th Dec., and Colombo 27th
Jan., Coal—D. & Co., Ltd.
Chinkiang, Br. s.s., 1,327, Robinson, 12th Feb.,
—Canton 17th Feb., Gen.—B. & S.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 13th
Feb.,—Manila, P.I. 10th Feb., Gen.—J.
M. & Co.
Prinz Segismund, Ger. s.s., 3,300, D. Lenz, 13th
Feb.,—Sydney 24th Jan., Gen.—M. & Co.
Chiyuen, Ch. s.s., 1,177, C. Stewart, 13th Feb.,
—Canton 12th Feb., Gen.—C. M. S. N. Co.
Eiger, Nor. s.s., 875, C. Rafen, 13th Feb.,
—Canton 12th Feb., Gen.—Order.
Glaucus, Br. s.s., 3,550, A. D. Baker, 13th Feb.,
—Shanghai 10th Feb., Gen.—B. & S.

Clearances at the Harbour Office.

Wongkai, for Swatow.
Kwongchow, for Canton.
Chukong, for West River.
Yingking, for Canton.
Aravia, for Moji.
Tak Hing, for West River.
Uganda, for Koba.
Chinkiang, for Shanghai.
Hatching, for Shanghai.
Uta, for Yokohama.
Ping On, for Sha-tung.
Charles Hardwin, for Canton.
Glaucus, for Singapore.
Stam, for Shanghai.
Hatching, for Swatow.
Wingchek, for Macao.
Shun Lee, for West River.
Merionethshire, for Shanghai.

Steamers Expected.

Feb. 12.

Haitun, for Swatow.
Frikhof, for Swatow.
Kwongkai, for Shanghai.
Chungang, for Kutchinotau.
Wongkai, for Bangkok.
Bjornstjerne Bjornson, for Foochow.
Feb. 13.
Japan, for Shanghai.
Aravia, for Portland, Or.
Petrarch, for Saigon.
Hupoh, for Shanghai.
Kansu, for Cebu.
Chinkiang, for Shanghai.
Oscar II, for Moji.

Passengers Arrived.

Per *Hatching*, from Swatow—Mr. Thomp-
son, and 31 Chinese.
Per *Yuenang*, from Manila—Messrs. H. J.
Anderson, T. Young, G. W. Shunk, Ed. Ken-
nedy, J. S. Stephenson, Lieut. and Mrs. Meyer
and baby, 16 Chinese, and 2 Filipinos.
Per *Prinz Segismund*, from Sydney—Messrs.
Kirchner, Rumpf, Tilden, Diak, Safen, Mr. and
Mrs. Glyde, Messrs. H. and D. Maher, Meyer,
Kaeferle, Mrs. Frings, Messrs. Thye, Knoke,
Eckert, Hucker, Buddus and Diack.

Shipping Report.

Str. *Hatching* from Swatow:—Moderate to
light N.W. wind, and drizzling rain.

Str. *Yuenang* from Manila:—Strong N.W.
and N.E. winds, rough sea, cloudy weather,
drizzly rain.

Str. *Manuel Lingua* from Chetow:—Brisk
to strong gale, with thick steaming and foggy
weather the whole passage, wind from N. to
N.E.

Str. *Lothian* from Port Natal:—Moderate
weather throughout until three days south of
Hongkong, we then had heavy N.E. monsoon,
blowing a moderate gale, spoke a French barque
Guillon lying at anchor in Banks Strait; she
was wished to be reported, delayed by contrary
wind.

Vessels in Port.

STEAMERS.

Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct.,
Hainan 1st Oct., Ballast—Order.
An Pho, Br. s.s., 966, J. Kynoch, 4th Feb.,
Saigon 31st Jan., Rice and Gen.—Wo Fat
Sing & Co.
Ardeva, Br. s.s., 2,271, W. L. Smith, 29th Jan.,
—Moji 23rd Jan., Coal—M. B. K.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 9th
Feb.,—Calcutta via Penang and Singapore
3rd Feb., Gen.—D. S. & Co., Ltd.
Benedi, Br. s.s., 2,508, Polter, 10th Feb.,
—London via Ports 27th Jan., Gen.—G. L.
& Co.
Borneo, Ger. s.s., 1,344, E. Muhle, 8th Feb.,
—Sandakan 2nd Feb., Timber and Gen.—M.
& Co.
Capri, Ital. s.s., 2,783, G. Belsito, 8th Feb.,
—Bombay and Singapore 1st Feb., Gen.—
C. & Co.
Cebu, Am. s.s., 647, A. Yuchusgarri, 1st Feb.,
—Manila 27th Jan., Gen.—Order.
China, Am. s.s., 3,186, D. E. Fricke, 9th Feb.,
—San Francisco 10th Jan., and Shanghai
6th Feb., Mails and Gen.—P. M. S. Co.
Clara Jebson, Ger. s.s., 1,103, P. Bendixen,
4th Feb.,—Wuhu and Chinkiang 31st Feb.,
Rice and Ground-nuts—J. & Co.
Egmont Castle, Br. s.s., 1,834, J. Moodie,
10th Feb.,—Cardiff 17th Dec., Coal—B. &
Co.
Emma Lyken, Ger. s.s., 1,160, H. Marten,
10th Feb.,—Samarang (Java) 30th Jan.,
Sugar, Molasses and Nuts—Chinese.
Germanicus, Ger. s.s., 2,575, H. Behrmann, 8th
Feb.,—Moji 1st Feb., Gen.—D. & Co., Ltd.
Glenfarg, Br. s.s., 2,350, Holman, 3rd Feb.,
—Singapore 28th Jan., Gen.—McG. Bro. &
Gow.
Gregory Apar, Br. s.s., 2,961, J. G. Olliff,
6th Feb.,—Calcutta 21st Feb., Penang and
Singapore 31st Jan., Gen.—D. S. & Co. Ltd.
Hohenstein, Ger. s.s., 1,275, H. Hamer, 18th
Jan.,—Sourabaya 7th Jan., Sugar—L. W.
& Co.
Hyades, Am. s.s., 2,932, Geo. Wright, 11th
Kuchinotau 6th Feb., Coal—D. & Co., Ltd.
Ikkal, Br. s.s., 3,490, Robertson, 10th Feb.,
—Durban 17th Feb., Ballast—G. L. & Co.
Indravelli, Br. s.s., 3,215, S. Collington, 28th
Nov.,—Shanghai 24th Nov., Ballast—J.
M. & Co.
Kaifong, Br. s.s., 1,024, E. Finlayson, 27th Jan.,
—Hilo 23rd Jan., Gen.—B. & S.
Katharine Park, Br. s.s., 3,075, W. H. Capp,
12th Jan.,—Sasebo (Japan) 8th Jan., Light.
—G. L. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 8th Feb.,
—Saigon 3rd Feb., Rice and Rice-meal—
Chinese.
Lanchan, Br. s.s., 4,980, Sperling, 3rd Feb.,
—Moji 28th Jan., Coal—Chinese.
Lazal, Ger. s.s., 684, Lamson, 9th Feb.,
—Kurtat 3rd Feb., Coal—L. W. & Co.
Machew, Ger. s.s., 989, Harjes, 10th Feb.,
—Bangkok 3rd Feb., Rice and Teakwood—
M. & Co.
Madeleine Rickmers, Ger. s.s., 1,020, D.
Reimers, 11th Feb.,—Bangkok 10th Feb.,
Rice—B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 2nd Feb.,
—Sandakan 27th Jan., Timber and Gen.—
J. M. & Co.
Mercedes, Br. s.s., 3,000, J. S. McGregor, 8th
Feb.,—Wellington, N.Z. 15th Jan., Coal—
Naval Stores Office.
Merionethshire, Br. s.s., 1,950, C. H. Burch,
10th Feb.,—London and Ports 25th Dec.,
Gen.—S. T. & Co.
Nanshan, Am. s.s., 1,343, W. D. Frideaux, 3rd
Feb.,—Cavite, P.I. 31st Jan., Coal—Order.
Orange, Nor. s.s., 1,001, Joh. Dannevig, 7th
Feb.,—Bangkok 26th Jan., and Anglin
30th Jan., Gen.—S. V. & Co.
Paklat, Ger. s.s., 1,018, H. Dames, 11th Feb.,
—Bangkok 2nd Feb., Rice and Wood—
B. & S.
Pekin, Br. s.s., 2,522, W. W. Cooke, R.N.R., 9th
Feb.,—Bombay 21st Jan., and Singapore
2nd Feb., Twist—P. & O. S. N. Co.
Pollux, Nor. s.s., 760, C. Svendsen, 4th Feb.,
—Sourabaya 24th Jan., Sugar—Order.
Pronto, Nor. s.s., 837, Seeborg, 7th Feb.,
—Mauritius 13th Feb., Sugar—Aagaard &
Torelsen.
Seaward, U.S. transport, 350, Croskey, 28th
Dec.—Manila 24th Dec.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 10th
Feb.,—Manila 7th Feb., Gen.—B. & S.
Triton, Ger. s.s., 980, Roffen, 9th Feb.,
—Kurtat 3rd Feb., Coal—S. & Co.
Triumph, Ger. s.s., 769, A. Hansen, 10th Feb.,
—Yochow via Amoy and Swatow 10th
Feb., Gen.—O. S. N. Co.
Tuban, Br. s.s., 1,400, W. B. Brown, 8th Feb.,
—Yokohama via Koba and Kuchinotau 4th
Feb., Gen.—B. & S.
Zoroaster, Br. s.s., 2,383, J. Ewan, 2nd Feb.,
—Kuchinotau 28th Jan., Coal—M. B. K.

SAILING VESSELS.

Forest Hall, Br. ship, 1,991, P. A. Logan, 14th
Jan., New York 17th Aug., 1904, Petroleum.
—S. O. Co.
Juno, Am. sch., 742, R. M. de la Sala, 28th
Jan.,—Kobe 17th Jan., and Moji 20th,
Coal—Mr. G. C. Moxon.

Steamers Expected.

Vessels	From	Agents	Date
Laisang	Singapore	M. & Co.	Feb. 14
Zieten	Japan	M. & Co.	Feb. 14
Emp. of Japan	Shanghai	C. P. R. Co.	Feb. 15
Itaka	Singapore	H. A. L.	Feb. 15
Princess Alice	Singapore	M. & Co.	Feb. 15
Achilles	Singapore	B. & S.	Feb. 15
Manchuria	San Francisco	P. M. Co.	Feb. 25
Athenian	Vancouver	C. P. R. Co.	Mar. 2
Aragonia	Portland	P. & A. Co.	Mar. 3

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Date
Diu	at Kowloon Dock		
Hellas	"		
Katharine Parke	"		
Pollux	"		
Kaifong	"		
Hohenstein	"		
Kansu	"		
Cebu	"		
Macquarie	"		
Chan Yau	"		

Ships Passed The Canal.

Outward—10th January—*Charente, Itaka, Rhanama, Sandakura, Kenner, 13th January—Caledonia, Swati, 17th January—Prometheus, Scandia, Grenville, 24th January—Candia, Prussia, Alie, Flindt, 27th January—Malacca, 27th January—Imagadon, Manu, 27th January—Montreal, 28th January—Ochlock, Florida, Hamstead, 14th February—Antenor, Bander, Bander, 14th February—Manila, Ningchow, Ulysses, Rai Dagid, Mada, 14th February—Bratsberg, 14th February—Frankfurt, Glesch, 14th February—Regent, 14th February—Sagami, 10th February—Machon, 14th February—Congal, Tourane, Clunum, 14th February—Homeward—10th January—Jason, Telenachus, 24th January—Nubia, 27th January—Seldon, Suvia, 1st February—Helm Rickmers, 1st February—Shimoda, 7th February—Dumbea, Scotia, 10th February—Kintuck.*

Arrivals at Home—10th January—Brigavie, Claverburn, Jason, Slavonia, 13th January—Agamemnon, Heathcliff, 17th January—Peru, 24th January—Fallodon, 27th January—Prins Eitel Friedrich, 1st February—Dionid, Segovia, 4th February—Albenga, Seydlitz, 10th February—Indragamb, Manica, Calchas, 10th February—Sengamb, Knight of St. George, St. Hugo.

Post Office.

A Mail will close for:

Canton—Per *Powen*, 14th Feb., 7:30 A.M.
Macao—Per *Wingchek*, 14th Feb., 7:30 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 14th Feb., 9 A.M.

Swatow, Amoy and Foochow—Per *Hatching*, 14th Feb., 9 A.M.Macao—Per *Heungshan*, 14th Feb., 1:15 P.M.Singapore, Penang and Calcutta—Per *Gregory Apar*, 14th Feb., 2 P.M.Shanghai—Per *Tungking*, 14th Feb., 2 P.M.Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tinian*, 14th Feb., 3 P.M.Manila—Per *Taming*, 14th Feb., 3 P.M.Shanghai and Chinkiang—Per *Eiger*, 14th Feb., 3 P.M.Nagasaki and Kobe—Per *Orange*, 14th Feb., 3 P.M.Kobe and Yokohama—Per *Prinz Segismund*, 14th Feb., 5 P.M.Swatow, Amoy and Tamsui—Per *Frikhof*, 14th Feb., 5 P.M.Kongmoon, Kumchuk and Kaukong—Per *Hongkong*, 14th Feb., 5 P.M.Canton—Per *Honam*, 14th Feb., 5 P.M.Nantao—Per *Taichun*, 14th Feb., 5 P.M.Sanbu—Per *Hoi Fu*, 14th Feb., 5 P.M.Canton—Per *Falshan*, 14th Feb., 7:30 A.M.Macao—Per *Wingchek*, 15th Feb., 7:30 A.M.Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.Europe, India, via Tuticorin—Per *Zieten*, 15th Feb., 11 A.M.Shanghai, Nagasaki, Kobe, Yokohama, Singapore and Vancouver, B.C.—Per *Athenian*, 15th Feb., 11 A.M.Kobe and Yokohama—Per *Polichan*, 15th Feb., Noon.Macao—Per *Heungshan*, 15th Feb., 1:15 P.M.Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 15th Feb., 5 P.M.Canton—Per *Powen*, 15th Feb., 5 P.M.Nantao—Per *Taichun*, 15th Feb., 5 P.M.Sanbu—Per *Hoi Fu*, 15th Feb., 5 P.M.Canton—Per *Honam*, 15th Feb., 7:30 A.M.Macao—Per *Wingchek*, 16th Feb., 7:30 A.M.Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.Europe, India, via Tuticorin—Per *Zieten*, 15th Feb., 11 A.M.Shanghai, Nagasaki, Kobe, Yokohama, Singapore and Vancouver, B.C.—Per *Athenian*, 15th Feb., 11 A.M.Kobe and Yokohama—Per *Polichan*, 15th Feb., Noon.Macao—Per *Heungshan*, 15th Feb., 1:15 P.M.Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 15th Feb., 5 P.M.Canton—Per *Powen*, 15th Feb., 5 P.M.Nantao—Per *Taichun*, 15th Feb., 5 P.M.Sanbu—Per *Hoi Fu*, 15th Feb., 5 P.M.Canton—Per *Honam*, 15th Feb., 7:30 A.M.Macao—Per *Wingchek*, 16th Feb., 7:30 A.M.Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.Europe, India, via Tuticorin—Per *Zieten*, 15th Feb., 11 A.M.Shanghai, Nagasaki, Kobe, Yokohama, Singapore and Vancouver, B.C.—Per *Athenian*, 15th Feb., 11 A.M.Kobe and Yokohama—Per *Polichan*, 15th Feb., Noon.Macao—Per *Heungshan*, 15th Feb., 1:15 P.M.Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 15th Feb., 5 P.M.Canton—Per *Powen*, 15th Feb., 5 P.M.Nantao—Per *Taichun*, 15th Feb., 5 P.M.Sanbu—Per *Hoi Fu*, 15th Feb., 5 P.M.Canton—Per *Honam*, 15th Feb., 7:30 A.M.Macao—Per *Wingchek*, 16th Feb., 7:30 A.M.Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.Europe, India, via Tuticorin—Per *Zieten*, 15th Feb., 11 A.M.Shanghai, Nagasaki, Kobe, Yokohama, Singapore and Vancouver, B.C.—Per *Athenian*, 15th Feb., 11 A.M.Kobe and Yokohama—Per *Polichan*, 15th Feb., Noon.Macao—Per *Heungshan*, 15th Feb., 1:15 P.M.Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 15th Feb., 5 P.M.Canton—Per *Powen*, 15th Feb., 5 P.M.Nantao—Per *Taichun*, 15th Feb., 5 P.M.Sanbu—Per *Hoi Fu*, 15th Feb., 5 P.M.Canton—Per *Honam*, 15th Feb., 7:30 A.M.Macao—Per *Wingchek*, 16th Feb., 7:30 A.M.Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.Europe, India, via Tuticorin—Per *Zieten*, 15th Feb., 11 A.M.Shanghai, Nagasaki, Kobe, Yokohama, Singapore and Vancouver, B.C.—Per *Athenian*, 15th Feb., 11 A.M.Kobe and Yokohama—Per *Polichan*, 15th Feb., Noon.Macao—Per *Heungshan*, 15th Feb., 1:15 P.M.Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 15th Feb., 5 P.M.Canton—Per *Powen*, 15th Feb., 5 P.M.Nantao—Per *Taichun*, 15th Feb., 5 P.M.Sanbu—Per *Hoi Fu*, 15th Feb., 5 P.M.Canton—Per *Honam*, 15th Feb., 7:30 A.M.Macao—Per *Wingchek*, 16th Feb., 7:30 A.M.Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.

